

**MINUTES**  
**AVIATION TASK FORCE**  
**January 16, 2003**

**List of Attending Members**

Albanese-O'Neill, Anastasia	Southwest Airlines
Bates, Ron,	Mayor, City of Los Alamitos
Bernson, Hal,	Councilmember, City of Los Angeles
Bishop, Richard	Western Riverside Council of Governments ( <i>videoconference</i> )
Bliss, Herman	Federal Aviation Administration
Burkhart, Dan	National Business Aviation Association
Butler, Viggo	United Airports Limited
De La Loza, James	Los Angeles County Metropolitan Transportation Authority
De Young, Cathryn,	Councilmember, City of Laguna Niguel
Dispenza, Mike	Councilmember, City of Palmdale
Dixon, Richard,	Mayor, City of Lake Forest
Galanter, Ruth	Councilmember, City of Los Angeles
Gordon, Mike, Mayor,	City of El Segundo
Griffith, Barry	Palm Springs International Airport
Hamm, Bob	County of Imperial ( <i>for Supervisor Hank Kuiper</i> )
Hammer, Russell	Los Angeles Area Chamber of Commerce
Harrison, T. Milford	San Bernardino International Airport
Lloyd, Stephen	Federal Aviation Administration, Air Traffic Division
Mikels, Jon,	Supervisor, County of San Bernardino ( <i>by telephone</i> )
Mikels, Judy,	Supervisor, County of Ventura (Chair)
Miscikowski, Cindy,	Councilmember, City of Los Angeles
Murphy, Alan,	Director, John Wayne Airport
Murphy, Stacey,	Councilmember, City of Burbank
Nestande, Bruce,	Los Angeles Business Advisors
O'Connor, Pam,	Councilmember, City of Santa Monica
Ovitt, Gary,	Mayor, City of Ontario
Proo, Beatrice,	Mayor, City of Pico Rivera
Propst, Rod,	Chair, Aviation Technical Advisory Committee
Ridgeway, Tod	Mayor, City of Newport Beach
Ritchie, Jim,	Deputy Executive Director, Los Angeles World Airports
Rizzo, Philip,	Executive Director, March Inland Port
Roberts, Ron	Mayor, City of Temecula
Rodine, Robert,	Valley Industry Commerce Association
Smith, Scott,	Ventura County Department of Airports
Soderquist, Peter,	Airport Manager, Southern California Logistics Airport
Stanford, Dick,	Mayor, City of Azusa
Stein, Ted	Los Angeles City Airport Commission (vice chair)
Streator, Joyce	Burbank Glendale Pasadena Airport Authority
Thomas, Sheryl	Los Angeles World Airports, Government Affairs

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**List of Absent Members**

Adams, Frank	Federal Express
Antonovich, Mike	Supervisor, County of Los Angeles
Bagley, Jim	City of 29 Palms
Barrie, Terry	California Department of Transportation, Division of Aeronautics
Cox, Richard	Air Transport Association
Davis, Bill	Ventura County Transportation Commission
Dunlap, Judy	Councilmember, City of Inglewood
Fox, Guy	Los Angeles Air Cargo Association
Knabe, Don	Supervisor, County of Los Angeles
Kunze, Chris	Long Beach Airport
Kyser, Jack	Los Angeles Economic Development Corporation
MacRae, Bruce	United Parcel Service
Perry, Bev	City of Brea
Russell, Jon	Airline Pilots Association
Schatz, Carol	Central City Association
Smith, Charles	Supervisor, County of Orange
Thomas, Sheryl	Los Angeles World Airport, Government Affairs.

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1.0 CALL TO ORDER

The January 16, 2003 meeting of the Aviation Task Force was called to order at 10:00 a.m. by Chairperson Judy Mikels, Supervisor, Ventura County.

2.0 PUBLIC COMMENT PERIOD

Public Speakers

Carole Hossan  
Tom Naughton

City of Los Angeles  
City of New port Beach

Ms. Carole Hossan noted that while she lives in the City of Los Angeles, she resides in the community of Westchester Park. Ms. Hossan stated this area would be the most impacted by the proposed ground transportation center that will be discussed today by Los Angeles World Airports (LAWA). Ms. Hossan reminded the task force that her neighborhood (the Osage Neighborhood Association Board) has taken a position against the ground transportation center, preferring it to be open space, or possibly a convention center.

Mr. Tom Naughton, New port Beach mentioned that at the September 25 meeting, he reminded the task force about the work done by the commission of the Aerospace Industry. In November 2002, the commission issued its final report. There are nine chapters and 361 pages. For the purposes of the task force, the executive summary can be downloaded from their website, as well as chapter two. The Commission recommended the transformation of the US air transportation system as a national priority. The transformation consists...requires the rapid deployment of new highly automated air traffic systems beyond the FAA Operational Evolution Plan, so robust that it will efficiently, safely and securely accommodate an evolving variety and growing number of civil and military operations. Mr. Naughton stated he could give out the web site to staff.

3.0 ROUTINE ITEMS

3.1 November 21 Meeting Minutes

Chair Miles asked if there were any corrections or comments concerning the minutes of the last meeting. Seeing none, the minutes will be filed as presented.

3.2 Members Phone List

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Chair Mikels requested all participants to review the membership listing and notify SCAG staff of any discrepancies in contact information. Chair Mikels stressed that each member provide the most consistent address, telephone number, e-mail address or fax number in order to receive timely information.

**4.0     INFORMATION ITEMS**

**4.1     Los Angeles World Airports Update**

Mr. Jim Ritchie, Deputy Executive Director, Los Angeles World Airports (LAWA) began his presentation on the status of Los Angeles International, Ontario International and Palmdale Regional airports. Van Nuys airport, while part of LAWA, will not be part of the presentation.

LAWA has taken the previous master plan alternatives, public comments and Mayor Hahn's vision, as well as recent events into consideration when developing alternatives to optimize LAWAs airports to meet forecast demand. However, LAWA recognizes that their airports have finite limits and calls on other airports within the region to follow LAWAs lead in meeting forecast demand.

Los Angeles International Airport (LAX) served 56 million passengers in 2002. This is in contrast to the 67 million passengers that were served in 2000. Because of the events of September 11, there is a non-typical recovery that is occurring at LAX and other airports. Two million tons of cargo were processed at LAX in 2000. The dollar value of exports that flew out of the airport in 2000 exceeded the dollar value of exports shipped out of the combined ports of Long Beach and Los Angeles.

SCAG estimates a tripling of Air Cargo. LAWA plans to increase cargo capabilities at LAX to three million tons, about one million tons less than previous alternatives. LAWA is encouraging cargo growth in the Inland Empire where recent trends are encouraging. Providing over \$60 billion to the regional economy, air cargo is important to the region.

In 2000, the LAX Master Plan was in the public comment period. Incoming Mayor Hahn had a pledge concerning LAX, and the events of September 11, 2001 all shaped what the plan looks like today.

Runway incursions have been a safety issue at LAX. That problem needed to be resolved, and could be resolved easily with the use of a center taxiway system (parallel and in-between runways). The south-side has the most frequent problems. center taxiways allow aircraft to exit the outboard runways, which are

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typically the landing runways, cue up at 90 degrees to the inboard runways and exit safely. The south-side improvement will be the first project.

The proposed Ground Transportation Center in the Manchester Square area is also in the plan. During the public comment period, LAWA realized that property acquisition and operating where they could within the confines of their existing property were important to the local community.

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One question that had to be answered was how to protect the central terminal area, which commonly has over 100,000 vehicle trips per day through the central loop area. The danger potential of a car bomb would be severe. A key element to protecting the core area was to create a new "front door" away from the airport where parking would be relocated and people could be transferred to the main terminal area. An advantage to this will be the mitigation of traffic impacts at Century and Sepulveda Boulevards. While not a cure, the proposed location of the ground transportation center should disperse much of the airport-related traffic away from that intersection.

Another key element is the importance of the Green Line connection to the airport. The green line has historically traveled south away from the airport. LAWA has identified a vacant area next to the Green Line stop and Aviation Blvd called "Continental City" to be the location of an intermodal transportation center which will connect the green line and provide an alternate route to the central terminal area. It will also be used to relocate some of the parking that would be displaced in the central loop and Lot C.

Consolidated Rental Car and Lot C will be consolidated to one central location for all rental cars, conveniently located next to the people-mover system. The parking lost will be put at the ground transportation center and the intermodal center. Parking lot B, near the south runways will be enhanced. The goal is not to compete with the off-airport parking, but to replicate the parking that will be eliminated through the new design.

The existing terminal configuration will be modified. Terminals 1-3 will not be on the plan because of the widening of the north runway system. The north runway system is designed to accommodate the new Airbus-380, the proposed 550 passenger aircraft. LAWA received guidance on how to accommodate the aircraft with minimal intrusion into the community. With the gates being eliminated, a new western satellite terminal will be built. The net result is the modernization of the gate configuration. The number of gates will be reduced to be a constraining factor to the capacity of the airport to keep it at 78 million annual passengers.

The people mover is strategically located to be near the BNSF railway line that runs north/south. Los Angeles County Metropolitan Transportation Authority is very interested in the line. While the rail line is not currently part of the LAWA plan, they want to be in a convenient location should the rail line become available.

LAWA also is planning to extend the Van Nuys Flyaway concept to other locations. Initiatives are underway at Long Beach, Union Station and LAWA is examining a site in Sylmar. Mr. Ritchie introduced Messrs. Robert Gilbert, Nick Johnson and Tony Skidmore, to assist in answering questions.

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Hon. Ruth Galanter, Councilmember, City of Los Angeles, asked if the runway system is essentially the same as in previous alternatives in terms of runway capacity. It was confirmed the runway capacity for the new alternative would be about 89 million passengers. However, one must look beyond the runways to the gates, terminals and ground access capacities, and the airport is reducing the number of gates. Ms. Galanter asked what prevents the addition of gates at some later date under a new mayoral administration, given the available runway capacity. It was explained that the current alternative discussed today would be placed in the master plan and environmental impact report (EIR) on its own. Any future thought of expanding beyond that would require a new EIR. Mr. Ritchie responded that it is impossible to predict future political environments. Ms. Galanter commented favorably on Mayor Hahn's current position, but noted the regional airport plan was Cliff Moore's idea 30 years ago and that is where the vision started.

Mr. Viggo Butler, United Airports Limited, asked what the longest distance to walk in the new parking structure to the train. It is currently estimated to be between 200-300 feet. The proposed ground transportation center and intermodal center layouts are designed to have people mover stations with garages arrayed around them.

A question was raised about the gates on the south-side. Would they remain the same? The answer was affirmative. They can be reshaped to best meet changes in the fleet mix, so there is flexibility, but for all intents and purposes, the gates will remain the same.

Mr. Butler asked where would all the short-haul traffic that was normally at terminals 1-3 be served. Mr. Ritchie stated that there will be a reduction in service from that standpoint. This is where LAWA expects that other regional airports will step up and serve that demand.

Hon. Cindy Miscikowski, Councilmember, City of Los Angeles,

**5.0     ACTION ITEMS**

There were no Action Items

**6.0     SET NEXT MEETING DATE/TIME/PLACE**

Chair Judy Mikels stated that the schedule calls for the third Thursday of every month. The next meeting will be held on November 21 at the SCAG offices at 10:00 a.m.

**7.0     ADJOURNMENT**

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Chairperson Judy Mikels adjourned the meeting at 12:08 pm.